

UNCLE SAM'S SENTRIES OF THE SEAS

Uncle Sam's Revenue Cutters Patrol the Wintry Oceans on Watch for Ships in Distress—They Save Much Salvage—Great Battle Ships Are Only Show Windows of Navy—These "Traffic Cops" Do Real Work.

New York, Feb. 6.—(Special.)—Maybe you've noticed that the North Atlantic has been on a white sea for days. Every day or so a steamer limps into port to complain that a big wave sneaked up on her during the voyage and bit a chunk out of her funnel. Then the stories of wrecks begin to come in. Always tacked to the end, is the brief statement that a United States revenue cutter took off the survivors or towed the bulk into port.

That's the job of the revenue cutter. It's a sort of traffic "cop" of the coast. It looks after the lane ducks of the coastwise traffic and seals the seas for derelicts and represses mutinies and grabs poachers and does all the jobs that must be done and that no one else will attend to. A proper revenue cutter man is always competent, never gets excited, would go through a powder mill striking phossy law matches if he had to, and does not lose his temper until some pleasing civilian tells him it must be a grand thing to belong to the navy. Then he unholloes his goat.

Revenue Cutters Do the Work.

"The navy," the revenue cutter man will tell you, "is the show window of Uncle Sam's seagoing outfit. We do the work."

And he isn't far from right. No doubt a navy is necessary, like bolts in the spring, and there can be no doubt that we have a good navy, because none of the ships have taken ground in weeks and weeks. But when it comes to delivering the goods so you can find 'em on the inventory the revenue cutter service is the real twill. The last report of the secretary of the treasury shows that during the fiscal year 1912 the United States revenue cutters returned \$436 in the form of property saved from the sea for every dollar expended on it. By way of lag-nappe the revenue cutters actually saved 106 persons from drowning and took on board 275 persons in distress, while 2,312 others were on board of vessels assisted. Forty-five derelicts were destroyed or removed and in recognition of the cream puff appetite of this vain world thirty-one parades in regattas were polished. In return congress cut the appropriation \$125,000 below what it was two years ago.

England Wants to Know.

Great Britain has a better appreciation of the value of our revenue cutter service. In numerous international maritime conferences the revenue cutter has been made the sea vessel nations build derelict destroyers. The United States is the only nation that did build, and the destroyer Seneca has been so made that England has asked for a report to guide her own building.

That inquiry came at a time when the service needed a boost. The appropriation has been cut so low that the cutters are not repaired any more—they are only patched and cobbed—and in peace they belong to the coast guard. The wireless installation on the cutters is behind the times—and they need the wireless every day. They cause the cutters can have but two operators the men work twelve hour shifts. But one forgets such things in admiration for what the men of the cutter service have done.

Townsend Bill is Approved.

There are seven cutters in the New York division, of which the Seneca and the Albatross are stationed at headquarters. The Albatross is at Baltimore, the Onondaga at Norfolk, the Seneca at Wilmington, the Algonquin at Porto Rico, and the Miami at Key West. The theory is that they keep in constant touch by wireless. In peace they belong to the customs service, under the direction of the secretary of the treasury, but in war they are automatically merged in the navy. If the Townsend bill becomes a law the revenue cutter service will be merged with the life-saving service under the title of the coast guard. This bill is approved by the men of both services. For one thing, it will enable the life guards to receive on half pay. At present, when they retire they go to clamming or starve. The two services are so nearly allied that it seems folly to have kept them separated. For years the officers of the revenue cutters have been charged with certain supervisory duties over the life savers.

They are Jacks of All Jobs.

They have also been charged with every other duty that isn't specifically hitched to some one else, it seems. There was the case of the Haytian navy, for example. The Ferrier had been a New York man's yacht. Hayti bought her and made her into a gun-boat. Then no one remembered to put oil on her engines, so that when she started for New York to be repaired they broke down helplessly off the Bermuda beach. Somehow her captain got a jurying on her and fanned her into the gulf stream, where she drifted until Charleston, S. C., was reached. Here he dropped anchor and her New York crew mutinied.

"Pay us and let us go," they demanded. "or we will kill you."

The captain began to shriek through his signal hystards. By and by the Yamacraw, Capt. Watt, edged alongside. When he heard the trouble he put a crew on board and the mutineers under hatches.

"You ain't got no right," said the sea.

Surely Settles Upset Stomachs.

"PAPE'S DIAPEPSIN" ENDS INDIGESTION, GAS, SOURNESS IN FIVE MINUTES.

"Really does" put bad stomachs in order—troublesome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that's just what makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and eructate sour, undigested food and acid; head is dizzy in dachos; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment Diapepsin comes in contact with the stomach at such distress vanishes. It's truly astonishing—almost marvelous and the joy is its harmlessness.

A large fifty-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back. It's worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a cold, sour, upset stomach during the day or at night. It's the simplest, surest and most harmless stomach doctor in the world.

There is no advertising medium in the world so effective as the word of mouth.

lawyers of the rebellious crew, crudely here comes in the true spirit of the revenue cutter service. "You're likely right," said Capt. Watt, quite calmly, "but they're going to stay until I hear from Washington."

It was a good deal like an act of war, but Washington approved on the theory that it had to be done, and that the revenue cutter men were the ones to do it. After some pow-wow-ing the mutineers were paid off and the Ferrier towed to Philadelphia to be patched.

It was the same Yamacraw that found the steamer Lexington in trouble off the mouth of the Savannah river. It was blowing great guns, and the Yamacraw was safe inside. Also Capt. Watt knew that there was not enough water on the bar to float her during the storm. So he just put to sea.

"She stuck three times on the bar," said a member of her crew. "She'd come down pam—like that—now! But the cutters are built low and thick, like cyclone cellars, you know. They hurt 'em. So she edged over, and took off the Lexington's crew and passengers."

On the Ice Coast of Alaska.

On the Pacific side the Thetis hangs around the edge of the pack ice off the Alaskan coast when navigation closes. Always a few greedy steamboats, trying to get the last pound of freight, are found locked in. So the Thetis bucks through the pack and rescues them. Also she takes the United States District court to the various places where court is held, just to show a broad range of action on her log. Once she ran down to the Laysan and Laysian Islands in the Hawaiian group, and caught twenty-three Japanese bird poachers there in possession of feathers valued at \$18,000. She was on the yearly trip to Point Barrow, the most northerly port in Alaska, where eighty persons try to keep their minds from slipping. They say it's amazing how much welcome eighty people, dressed in greasy skins, can manage to give a small, thick boat when she gets in with the annual mail. "It was in 1893 that Capt. Berthoff, now chief of the service, drove a herd of reindeer 300 miles over the ice to rescue 700 whalers who had been cast away in the winter with insufficient supplies and were suffering from scurvy. He saved every life."

Unknown Derelict is Found.

One of the odd happenings of the last year was the towing of an unknown derelict upon Cape Ronal shoals, off the North Carolina coast. She was a five-masted schooner which had turned turtle, and although every effort was made her name has never been learned. There were more than 1,000 inquiries made of the U. S. R. C. service by persons whose ships had sailed to come in—which is a grim hint at the possibilities of the Atlantic in the winter time. It also helps one to understand why, from Dec. 1 to Jan. 31, the cutters were under strict cruising orders. They are at sea all the time—blow high, blow low—except when they are forced to make port for coal or provisions. Always they scrape their part of the ocean after every blow. Many a seaman owes his life to this.

Sometimes the service makes one think of an elephant set to polishing pins. The latest job given it is to investigate the fish weirs off the New Jersey coast, to discover whether they are an obstruction to navigation.

"Maybe we're not as pretty as the navy," it the boasts of the men of the cutter service, "but, gee! when you want a job done call on us!"

NOTABLE EXPERIMENT.

Effort Made to Learn How Many a Street Car Will Hold.

At last the hour of the great experiment arrived.

The grandstands were packed. So was the street car that stood in the middle of the field.

"The car now holds fifty passengers," reported the announcer, through his megaphone.

The spectators cheered, but only for a moment, for they knew that fifty passengers constituted only a beginning of what the trolley company could do when it put its mind to the task.

From the clubhouse at the corner of the field a crowd of laborers rushed waving their coats and dinner pails. They swarmed aboard the car, and the man with the megaphone cried:

"Ninety-five passengers!"

Applause greeted his words, yet the noise made by the onlookers from Clinton Hill and Belleville was not enthusiastic. Many a time had they known the register to record 100 fares.

The inspector in charge of the experiment now asked for volunteers, and a company of old ladies with market baskets went forth into the arena.

Slowly and painfully they mounted the waist-high step and crunched their way inside. The megaphone called:

"One hundred and twenty-five passengers."

Muffled screams could be heard from inside of the car, and the motorman could be seen fighting back the people who had been pushed out upon the front platform.

"Still more room," shouted the conductor.

Twenty school teachers climbed aboard and passed through the door.

"One hundred and forty-five."

The sides of the car were groaning under the terrible strain. So were the passengers.

The inspector looked toward the royal box, where the head officials of the company sat.

"Shall I stop?" were the words that his look expressed, but the trolley officials pointed their thumbs downward.

"Bring on the stout men's squad," the inspector ordered, and fifteen beer wagon drivers swaggered up and went into the car.

"Making one hundred and sixty passengers," the announcer declared.

The tumult of cheering that greeted the successful loading of the old ladies and the school teachers had changed to an outcry of pity. The vast audience turned to the royal box with outstretched hands, imploring that the cruel exhibition be ended. But the royal box sat unmoved.

A party of strong-arm police now stepped upon the platform and rushed the door, flourishing blackjacks.

Twice they flung themselves into the car, only to be repelled. It looked as if the car had reached the limit of its capacity.

Suddenly a stern young man in uniform stepped up and took the first conductor's place.

"Packer, of the Bloomfield mine, conducting for Stuffer," shouted the megaphone man.

"Stuffer belongs to the Kinney line," the spectators explained to their neighbors. "Packer is the best pinch conductor in the service."

Packer opened the door and roared, in the voice that patron of the Bloomfield line trembled to hear:

"Step forward, then!"

Then he looked at the crowd of panting politicians on the platform.

"Step inside, please," he commanded. "Remember the audience abroad. The

"Every Doubtful Orange Is a Cull—Don't Pack Culls"

That is the motto of every house where Florida Citrus Exchange fruit is boxed for shipment. The pickers wear white gloves to protect the fruit from contamination and bruises. They clip (not pull) it from the trees and lay it in canvas-lined baskets. The fruit then is hauled to the packing-house in spring-wagons, washed by machinery and assorted for size, wrapped in tissue paper and nailed in boxes. Six inspections in each house stop every "doubtful" orange or grapefruit—only the perfect can go into the boxes. Inspectors and packers, too, wear white gloves, and no human hand touches the fruit from the grove to the grocer. You can serve your family this fruit with the assurance that its pure.

Florida Citrus Exchange Oranges and Grapefruit are Ripened on the Trees

The most important rule of the Exchange is that all the fruit must ripen on the trees. While "sweating" or storage in warm, humid, packing-houses will make green fruit turn a ripe color, it cannot ripen the inside. Exchange fruit, ripened on the trees, is full of sweet juice; for the juice increases in quantity each day during ripening, and the sweetness increases as the juice accumulates, neutralizing the sharp citric acid.



What Doctor Wiley and a Famous Beauty Said About Oranges

"Eat oranges—eat them all the time, as many as you can get. They will save you many a doctor's bill," writes Dr. Harvey W. Wiley, famous pure food authority.

"I believe in the youth-protracting and beauty-making power of oranges," wrote Lina Cavalieri, the beautiful singer, whose fame is world-wide. "If I could have only one fruit—it would be the orange. I seldom eat a whole orange, but drink the juice."

Buy by the Box and Drink the Juice; Then the Doctor Will Stay Away

Citrus fruit is good because of its juice; the pulp has no food value. To get the most benefit and enjoyment from it, cut the fruit in two, squeeze out the juice and serve in glasses. Ripe Florida fruit contains from half again as much juice as other fruit of the same size. You can prove this to your own satisfaction any time.

Buy oranges and grapefruit by the box. It is much cheaper and more sanitary. When you open a box, you know that no human hand has touched the fruit. Tree-ripened, it keeps perfectly, neither shriveling and becoming pithy like sweated fruit or decaying like carelessly packed ripe fruit. Box-buying is economical buying.

Leading grocers sell Florida Citrus Exchange oranges and grapefruit, and will continue to handle them until the end of the season. If yours does not, find one who can give you the tree-ripened fruit, from the box bearing (in red) the brand below.

Booklet of more than fifty ways to serve sent for 4 cents in stamps by Florida Citrus Exchange, New England Office, 514 Whitney Building, Boston, Mass.

Your Grocer Will Supply You But Insist On This Brand

FLORIDA CITRUS EXCHANGE
CITRUS FRUITS
Handled by **SOMERS BROS., Franklin Square**

car swallowed them up, and the spectators gasped as they heard:

"One hundred and eighty-two passengers!"

To all it was apparent that the climax was near. Great cracks began to show in the sides of the car, and heart-rending sounds came from the interior.

"It reminds me of the Stockyards," remarked a man from Chicago.

Flushed with victory, the masterful young Packer signaled with his arm, and the Patsy Brine gang from the lodging house ward charged the street car and beat their way inside.

Silently the car could not hold another person. Yet the Inspector was preparing to go through, as is the custom of inspectors in crowded cars, to see if

everyone was comfortable.

Suddenly a hush fell upon the shocked amphitheatre.

The men in charge of the experiment could be seen running to and fro about the car, trying to look in at the windows, talking excitedly, gesticulating wildly.

The faces in the royal box turned pale with apprehension.

What had gone wrong?

The man with the megaphone stepped forward and said:

"Ladies and gentlemen, the experiment cannot be finished. The fare register has burst.—Newark News."

Test of Aeroplane in War.

The Balkan campaign has proved valuable to the science of aviation. It has shown by one concrete example that the mere fact of being struck by bullets and perforated does not signify irretrievable disaster for the airplane. The Russian aviator, Elmo, was engaged by Bulgarians to fly to Adrianople and throw down handbills in the Turkish language, in which the Bulgarians called on the population of Adrianople to surrender. He was given only an old apparatus, but he threw down the handbills. "At Fort Karasack I saw a considerable number of infantry men shooting towards the sky with their rifles," he said "I did not hear the shots, but when I noticed that four bullets had struck my apparatus

I knew for whom the shots were meant. I did not lose my presence of mind, but down I went. When the guns in the fort fired shrapnel at me and when the apparatus had been struck several times by fragments of projectiles the situation became critical. Instantly, only the wings were hit and not the motor and so I could keep on and in twenty minutes I was once more in the firing field of Mustafa Pasha. The apparatus was repaired and used again."

Children Cry FOR FLETCHER'S CASTORIA

SERV-US BRAND

MACARONI

MADAM: You'd consider it quite an honor, wouldn't you, to be known as the most economical as well as the best of good cooks. Well, *Serv-U-S Macaroni* has a distinction something like that.

It is the food with which you can reduce the cost of living

and yet strange to say it has as much nourishment and nutrition as the most expensive food—Beef Steak. It is a great muscle builder, and ideal health food. One pound of *Serv-U-S Macaroni* will go just as far in giving a man strength as a pound of meat and it costs less than 1/4 as much.

It has no waste matter—no bones and gristle which you can't eat but must pay for. Meat is 3/4 water in composition. *Serv-U-S Macaroni* is 3/4 solid nourishment.

Besides *Serv-U-S Macaroni* is so easily prepared. It takes one to two hours to boil meat—but only 20 minutes to prepare *Serv-U-S Macaroni* in a number of delicious ways.

You can enjoy it in soups and stews. It is very tasty with fruit or tomatoes—and it is especially delicious prepared like a poppie with grated cheese and tomatoes.

Like all of the other *Serv-U-S Brand* Foods it is a pure food guaranteed under the Pure Food Law.

It is made in strictly sanitary kitchens and under a pressure of 1800 to 3000 lbs. per square inch. It is guaranteed to contain absolutely no coloring matter.

SERV-US EGG NOODLES are actually made of flour and eggs. **SERV-US SPAGHETTI** is of the same high quality and delicacy as **SERV-US MACARONI**. Both are put up in 5c and 10c packages.

Give yourself and family a square deal by insisting on

SERV-US BRAND FOODS

which reduce the high cost of living without reducing the HIGH QUALITY of what you eat.

Serv-U-S Brands save you 35% and more of your grocery bill and give you a chance to spend more on dress and house furnishings. *Serv-U-S Brands* cover practically everything in pure foods from flour and salt to pickles and coffee.

VALUABLE FREE GIFT COUPONS

like the one shown here can be cut from every package of *Serv-U-S Brand* Foods. They are good for all sorts of beautiful premiums.

Start Collecting right away. If coupon is not on the label it is inside the package. Insist on *Serv-U-S Brand*. If your grocer hasn't them he can get them for you from

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100% PURE
SERV-US
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